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(S) NATIONAL RECONNAISSANCE OFFICE
WASHINGTON, D.C.

OFFICE OF THE DIRECTOR

JUL 15 1968

MEMORANDUM FOR THE DIRECTOR, CIA RECONNAISSANCE PROGRAMS
DIRECTOR, PROGRAM D

SUBJECT: Oxcart Extension

Scope Cotton Decision 19, which provides guidance for the Oxcart extension and related SR-71 and Tagboard considerations, is attached.

It is requested that CIA submit recommended FY 1968 OXCART cost adjustments in accordance with this guidance. In the event alternative proposals are made by CIA, these are to be reflected as separate costings.

ALEXANDER H. FLAX
Director

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NRO

NRO and USAF review(s) completed.

1 Attachment

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12 Jan 1968

Scope/Content Decision No. 19

25X1 A. In accordance with the Deputy Secretary of Defense's memoranda
of December 29, 1967 [redacted], which announced a decision to extend
the OXCART operational capability through June 30, 1968, and of January 10,
1968 which approved the NRO and JCS recommended plan for operations phasing
25X1 [redacted] the following guidance will apply:

25X1 1. The three operational aircraft at Kadena will remain deployed
until about April 15, 1968. These will have the primary mission responsi-
bility until about March 15, 1968, then be in a standby mission status
until returned to [redacted]. Both dates will be re-evaluated later, in
relation to readiness of the SR-71 aircraft, but should be used for the
present as planning dates for support actions. When the decision is made
to redeploy, the three Oxcart will return to [redacted] where they will
continue to fly to maintain proficiency thru June 30, 1968. Instructions
will be issued later as to the disposition of these aircraft after June 30,
1968.

2. Of the three operational aircraft at [redacted] one was to
cease flying as of December 31, 1967, to be placed in a hangar at [redacted]
and the crew was to leave the program, which still applies. The remaining
two will continue to fly until about April 15, 1968 as U.S. backup for the
BLACK SHIELD primary or standby mission, then continue to fly up to June 30,
1968 to maintain proficiency. Instructions will be issued later as to the
disposition of these three aircraft after June 30, 1968.

3. The OXCART aircraft will not be considered to be responsible
for contingencies other than from Kadena, unless specifically instructed
to the contrary.

4. Aircraft Nos. 122 (Test) and 134 (from Tagboard) will continue
in storage at Palmdale during this period, and for the foreseeable future.

5. The remaining OXCART test aircraft is authorized to fly thru
March 15, 1968, to complete a current test program and to support tests
while the OXCART has the primary mission responsibility from Kadena. Any
extension beyond March 15 is dependent on the submission to, and approval
by the DNRO of a test plan which would provide a significant contribution
to the NRP. Instructions will be issued later as to the disposition of this
aircraft after it has been grounded.

6. The OXCART trainer aircraft is authorized to fly thru April 15,
1968. Any extension beyond April 15 is dependent on the submission to, and
approval by the DNRO of a training plan which would provide a significant
contribution to the OXCART program. Instructions will be issued later as
to the disposition of this aircraft after it has been grounded.

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7. OXCART support planning is to be based on an average maximum of 15 flying hours per month for each operational aircraft, about 10 hours per month for the test aircraft, and about 15 hours per month for the trainer aircraft, for the appropriate periods specified in the preceding paragraphs. In this connection, it is noted that the OXCART aircraft have significantly underflown the allowed hours for the first half of FY 1968.

8. The Strategic Air Command will deploy three SR-71 aircraft to Kadena, and be ready to accomplish BLACK SHIELD operations by about March 15, 1968. Thus, an overlap period of about one month is assumed. The Air Force will be responsible for facilities availability related to the SR-71 deployment. The SR-71's will not deploy until ALT28 installation is certified.

B. With respect to OXCART support planning, the following guidance will apply:

1. [REDACTED] (MOBOLD) will not be re-initiated for OXCART applications.

2. The Photographic Materials and Processing [REDACTED] account is to be re-examined by CIA for implications of the OXCART extension thru June 30, 1968.

3. The Red Light fuel account will be appropriately adjusted by the JED Controller in consultation with Director D's office.

4. The following specifically apply to the OXCART account:

a. Repairable spares on hand or which may be generated in the future at the specialized depot, at [REDACTED] or at Kadena will be repaired to the extent required to support the approved programs under Paragraph A preceding.

b. Airframe spares support thru June 30, 1968 must primarily be provided from existing on-hand and on-order base (Kadena [REDACTED]) and specialized depot Oxcart assets, drawing down to zero assets if necessary. Residual assets common to the SR-71 at Kadena, when the OXCART aircraft return to [REDACTED] will be transferred to the SR-71 program. Residual OXCART peculiar spares should be returned to [REDACTED] or the specialized depot, as the situation warrants. Joint use of common assets at Kadena will apply during the overlap period, altho first priority will apply to the unit with mission responsibility. Additional spares orders are to be based on (1) items which can be delivered by May 31, 1968 against the program authorized herein, plus (2) items for replenishment of stocks to a 90-day level for five (5) operational aircraft, to the extent that forecast usage indicates that residual assets at June 30, 1968 would be below the 90 day level (delivery lead time would not be a limiting factor for these orders). Procurement is not to be initiated for rebuilding base stocks, depot stocks or flyaway kits.

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[REDACTED]
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c. The CIA is to submit a plan for approval by the DNRO of the proposed engine spares and overhaul support for the extension thru June 30, 1968.

d. [] (EG&G) is authorized thru March 15, 1968. Any extension beyond March 15 is dependent on the submission to, and approval by the DNRO of an [] which would provide a significant contribution to the NRP.

e. Current FY 1968 program approvals are considered to essentially cover support for flying from Kadena up to February 1, 1968; and from [] thru March 31, 1968. In the event CIA considers these approvals to be deficient, specific segregation of such deficiencies is to be made in program approval requests (i.e. cost columns for (1) indicated deficiencies thru March 31, 1968, and (2) for added costs from April 1 thru June 30, 1968 are to be submitted).

f. It will still be assumed that the application of residual OXCART assets (in excess of 90 days) to other NRO programs (such as the U-2R) will apply, altho not available before July 1, 1968. If the later availability would unduly impact on asset requirement for these other programs, implications and recommendations are to be furnished to the DNRO/NRO Comptroller.

g. All costs incident to the extension must be held to the minimum necessary. Cost submissions are not to include requirements for support beyond June 30, 1968. Any costs for storage, equipment tear-down and movement, and [] closeout will be addressed separately at a later date.

h. The Tagboard test program, if not completed by March 31, 1968, may continue at [] up to June 30, 1968. However, the training/operational program is to be initiated at Beale AFB.

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